(c) and (e) Does not arise. The six production units under the Ministry of Railways are in-house production organizations, operating on a "no-profit no-loss" basis. The full cost of production is transferred to the consuming units by way of appropriately fixed transfer prices for the various items that are manufactured.

(d) The Capital-at-charge of production units as on 1st April[1] 2005 in respect of fixed assets in each of these units was as under:

	(Figures in lacs of Rs.)
Chittaranjan Locomotive Works	9400
Diesel Locomotive Works	14410
Integral Coach Factory	13831
Rail Coach Factory	49310
Rail Wheel Factory	27346
Diesel Loco Modernisation Works	21833

Derailment of Trains

† 690. SHRI MOTILAL VORA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of incidents regarding derailment of trains occurred during one year and the places where it occurred;

(b) to what extent loss of life and property caused by these incidents and duration for which traffic remained held up;

(c) the cause of derailment of trains; and

(d) the arrangements being made by Government to replace outdated tracks?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) There have been 138 cases of derailments during the year 2004-2005 at various places falling on 16 Zonal Railways and Konkan Railway.

† Original notice of the question was received in Hindi.

(b) Out of these derailments, 15 persons lost their lives in one derailment on 16.07.2004 on Konkan Railway, which was caused due to falling of boulders on track. On an average the total interruption to through traffic has been 9.30 hours per derailment.

(c) The causes of derailment vary from failure of Railway staff, failure of other than Railway staff and equipment failure to incidence like falling of boulders on track and cases of sabotage/miscreant activities.

(d) Special Railway Safety Fund was created in the year 2001-2002 to wipe out overdue assets including track.87% of track renewal work due as on 31.3.2001 has already been done. Track becoming due from 01.04.2001 is also being concurrently sanctioned for renewal so that overdue replacements do not get accumulated.

Rail Projects in Himachal Pradesh

† 691. SHRI KRIPAL PARMAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether in view of backwardness of Himachal Pradesh in respect of railways, the extension of broad gauge from Baijnath to Bhanupalli via Kalka-Parvanu broad gauge, Chandigarh-Jagadhari-Paunta Sahib-Dehradun, gauge conversion of Pathankot Jogendra Nagar narrow gauge, construction of Bhanupalli-Bilaspur-Rampur, Ghanauli-Pinjaur via Nalagadha-Badri and Kumanhalti-Dehradun railway line, allocation of funds for extension and improvement of rails and expediting the construction work of Una-Nangal-Talwada rail line is quite urgent;

(b) if so, the progress made in this regard, so far; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) In view of constraint of resources and large shelf of on-going new line projects, it is not feasible to consider construction of proposed new lines. The work of construction of new lines between Kalka-Parwanu and Nangal Dam-Talwara have already been sanctioned. For

† Original notice of the question was received in Hindi.